

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
June 9, 1999  
MAG Office Building - Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Frank Fairbanks, Phoenix, Chairman	Jeff Martin for Charles Luster, Mesa
Ruben Duran for Carlos Palma, Avondale	Tom Martinsen, Paradise Valley
*Joe Blanton, Buckeye	Terry Ellis, Peoria
*Jon Pearson, Carefree	Scott Rigby for Cynthia Seelhammer, Queen Creek
*Kerry Dudek, Cave Creek	David Easchief, Salt River Pima-Maricopa Indian Community
Lloyd Harrell, Chandler	Dick Bowers, Scottsdale
*Maggie Reese, El Mirage	Mike Branham for Dick McComb, Surprise
Paul Nordin, Fountain Hills	Jim Huling for Gary Brown, Tempe
*Gila Bend: Carl Stephani	Ralph Velez, Tolleson
*Urban Giff, Gila River Indian Community	Fred Carpenter, Wickenburg
Kent Cooper, Gilbert	Lloyce Robinson, Youngtown
Amy Rudibaugh for Martin Vanacour, Glendale	Mary Peters, ADOT
Doug Sanders for Stephen Cleveland, Goodyear	Tom Buick for David Smith, Maricopa County
*Luis Gonzales, Guadalupe	Ken Driggs, RPTA
*Horatio Skeete, Litchfield Park	

\*Those members neither present nor represented by proxy.

OTHERS PRESENT

Eric Anderson, MAG	Sarath Joshua, MAG
Cathy Arthur, MAG	Debbie Kohn, Avondale
Carol Asplund, MAG	Patrice Kraus, Chandler
Dianne Barker, Citizen	Reyes Medrano, Tolleson
Lindy Bauer, MAG	Norris Nordvold, Phoenix
James M. Bourey, MAG	Chris Plumb, MCDOT
Dawn Coomer, MAG	Audrey Skidmore, MAG
Corey Cox, MAG	Dennis Smith, MAG
Blue Crowley, Citizen	Kelly Taft, MAG
Valerie Day, MAG	Lisa Takata, Phoenix
Chuck Eaton, ADOT	Gordon Tyus, MAG
Barbara Goldberg, Steptoe & Johnson	Shauna Warner, Tempe

1. Call to Order

The meeting was called to order by Chairman Frank Fairbanks, Phoenix, at 12:05 p.m.

Chairman Fairbanks introduced proxies Ruben Duran for Carlos Palma from Avondale, Amy Rudibaugh for Martin Vanacour from Glendale, Doug Sanders for Stephen Cleveland from Goodyear, Tom Buick for David Smith from Maricopa County, Jeff Martin for Charles Luster

from Mesa, Scott Rigby for Cynthia Seelhammer from Queen Creek, Mike Branham for Dick McComb from Surprise, and Jim Huling for Gary Brown from Tempe.

2. Approval of April 28, 1999 and May 12, 1999 Meeting Minutes

Mike Branham moved, Lloyd Harrell seconded, and it was unanimously carried to approve the minutes of the April 28, 1999 and May 12, 1999 Management Committee meetings.

3. Call to the Audience

Chairman Fairbanks recognized public comment from Dianne Barker, who expressed disappointment that the Valley Vision 2025 meeting did not have a call to the audience. She said that because of citizens' requests, the Governor's Transportation Vision 21 Task Force now has a call to the audience. Ms. Barker stated that the next Governor's Vision 21 Task Force meeting will be on Thursday, June 10, 1999 from 9:00 a.m. to 12:00 p.m. on the second floor of the Executive Towers of the State Capitol. The issues to be discussed will be NAFTA and Growing Smarter. Ms. Barker commented that the more dialogue citizens have with elected officials, the better government we will have. Chairman Fairbanks thanked Ms. Barker for her comments.

Chairman Fairbanks recognized public comment from Blue Crowley, who commented on increasing public comment at stakeholders and Valley Vision 2025 meetings. He stated he would volunteer to facilitate cooperation between Valley Vision 2025 and the Governor's Vision 21 Task Force. Mr. Crowley mentioned he is trying to increase participation in Phoenix Councilmember Peggy Bilsten's survey. He said we need to match funds for transit. Chairman Fairbanks thanked Mr. Crowley for his comments.

Chairman Fairbanks stated that he wanted to say a few words about Ernie Kleinschmidt, who recently passed away. He said that Mr. Kleinschmidt started his local government career as the city clerk of Avondale. In 1972, he joined the city of Goodyear and retired as the City Manager in 1989. He served as the Chairman of the MAG Management Committee from 1984 to 1986. Chairman Fairbanks outlined Mr. Kleinschmidt's many accomplishments, including: laid the foundation for Goodyear's expansion; had Goodyear become a charter city; assisted with the legislation authorizing cities to form community facilities districts; was active in transportation issues, including the interim construction of the Estrella; and in his retirement, served on the Citizens Transportation Oversight Committee. Chairman Fairbanks stated that Mr. Kleinschmidt was known for his mentoring of young professionals and assistance to many communities by serving as an interim manager. Chairman Fairbanks commented that Mr. Kleinschmidt represented the highest qualities of the city management profession and will be missed.

4. Executive Director's Report

James M. Bourey stated that MAG has been asked by the Governor's office to host a Transportation Vision 21 Task Force meeting. This meeting would also involve PAG and would inform the Task Force about MAG's transportation planning process and future needs of our region. Mr. Bourey said attendance by the Mayors would be encouraged at this lunch meeting.

Mr. Bourey said he will attend meetings of the Census Advisory Committee June 17 and 18, 1999 in Washington, DC. He remarked that the Committee has been rechartered and ICMA has requested he continue to serve as their representative. Mayor Kirk from Dallas has been named

as the new Chairman of the Committee. Mr. Bourey asked for input from members on issues and concerns they might have on Census 2000.

Mr. Bourey stated that the second Y2K Forum was held at MAG on June 4, 1999. The Forum focused on utilities. Mr. Bourey informed members that the next Forum is scheduled for June 29, 1999 and will focus on communications.

Mr. Bourey stated that the Annual Desert Peaks Awards will be held on June 23, 1999 at the Airport Marriott. He said that letters to awards finalists have been sent out.

Mr. Bourey introduced Corey Cox, MAG's new Regional Development Manager. He stated that Ms. Cox worked at the City of Phoenix for 11 years and is familiar with Growing Smarter. Ms. Cox received her Bachelor's degree in Geography and her Master's in Public Administration from ASU. Mr. Bourey introduced Carol Asplund, MAG's new transportation planning modeler. Ms. Asplund, who holds a Master of Science degree, comes from Massachusetts, where she worked with two regional planning commissions.

Chairman Fairbanks thanked Mr. Bourey for his report and asked if there were any questions or comments.

5. Valley Vision 2025 Update

Mr. Bourey stated that the draft framework was presented to the full Committee at their recent meeting. He said that the nine thematic subcommittees will refine the framework and present a draft plan within the next six weeks. Mr. Bourey stated that the collaboratives will be involved in the refinement process. He indicated that a series of forums and a survey are being planned, and focus groups are being considered. Mr. Bourey said that expanded involvement of business leaders will be facilitated by a meeting scheduled for June 21, 1999. Mr. Bourey remarked that work is continuing on a revised budget and he will continue to update the Management Committee. Chairman Fairbanks thanked Mr. Bourey for his report.

Jeff Martin stated that he would like to offer comments on Ernie Kleinschmidt. Mr. Martin suggested that the Management Committee draft a resolution to send to Mr. Kleinschmidt's family. Mr. Martin stated that he met Mr. Kleinschmidt many years ago at the League and enjoyed working with him. He commented on Mr. Kleinschmidt's mentoring and involvement in many issues. Paul Nordin stated that Mr. Kleinschmidt was a life member of ACMA. Ken Driggs stated that Mr. Kleinschmidt was a super person and public servant. Mr. Driggs stated that Mr. Kleinschmidt was instrumental in the 1985 freeway vote. Doug Sanders stated that he would assist in the preparation of the resolution. He mentioned that Mr. Kleinschmidt will be greatly missed at Goodyear City Hall.

Chairman Fairbanks noted that agenda items #6A, #6B, and #6C would be presented together.

6A. Draft FY 1999 MAG Final Phase Input Opportunity Report

Dawn Coomer stated that, in September 1993, the Regional Council adopted a public involvement process for receiving public comment on transportation planning and programming in accord with federal guidelines. The public involvement process is divided into four phases, early input, mid-phase, final phase and continuous involvement. In July 1998, the Regional Council gave direction for a more proactive public outreach process. Ms. Coomer stated that this year, more than 400

people provided input during the early phase opportunity. This early input was incorporated into the development of early guidelines for project selection for the TIP and LRTP. The LRTP and the TIP were accepted by the Regional Council in April 1999 for the purpose of conducting a conformity analysis. She indicated that, beginning on April 30, 1999, the draft LRTP, TIP, Conformity Analysis and Supplemental Conformity Analysis for the Current Approved 1998 Conformity Finding were made available for 30-day review. Ms. Coomer stated that the final phase meeting was held on June 1, 1999, with an open house and public hearing. Ms. Coomer summarized the public comments received at the public hearing. Chairman Fairbanks thanked Ms. Coomer for her presentation and asked if there were any questions.

6B. Approval of the Draft FY 2000-2004 MAG Transportation Improvement Program

6C. Approval of the Draft MAG Long Range Transportation Plan 1999 Update

Terry Johnson presented these two agenda items together. Mr. Johnson stated that each year, MAG develops a Transportation Improvement Program that lists all required transportation related projects in the MAG Region for up to the next five years. Mr. Johnson displayed pie charts showing the types of projects included in the TIP and their funding sources. Mr. Johnson stated that the LRTP addresses all modes of transportation in the region. He summarized highlights of the 1999 update of the LRTP. Mr. Johnson displayed maps of the accelerated freeway plan, the regional highway system, the transit plan, the express bus service plan, and the light rail service plan.

Chairman Fairbanks recognized public comment from Blue Crowley, who commented that federal regulations state that items in the TIP should have sources of funding. Mr. Crowley noted that because the bill ending the extension of the tax was passed, there is no source of funding for light rail. Mr. Crowley commented on increasing transit to satellite communities. He stated that he reviewed the carbon monoxide plan and the PM-10 plan in the MAG library and commented on the charge for purchasing these plans. Chairman Fairbanks thanked Mr. Crowley for his comments.

Mr. Driggs moved to recommend acceptance of agenda item #6A, Draft FY 1999 Final Phase Input Public Opportunity Report, recommend approval of agenda item #6B, Draft FY 2000-2004 MAG Transportation Improvement Program, contingent upon a finding of conformity of the TIP with the applicable state and federal air quality implementation plans, and recommend approval of agenda item #6C, Draft MAG Long Range Transportation Plan 1999 Update, contingent upon a finding of conformity of the LRTP with the applicable state and federal air quality implementation plans. Dick Bowers seconded.

Ruben Duran requested a separate vote be taken for agenda item #6B, Approval of the Draft FY 2000-2004 MAG Transportation Improvement Program. Mr. Driggs withdrew his motion. Mr. Bowers withdrew his second.

Mr. Driggs moved to recommend acceptance of agenda item #6A, Draft FY 1999 MAG Final Phase Input Opportunity Report, and recommend approval of agenda item #6C, Draft MAG Long Range Transportation Plan 1999 Update, contingent upon a finding of conformity of the LRTP with the applicable state and federal air quality implementation plans. Mr. Bowers seconded and it was unanimously carried.

Mike Branham moved, Mr. Driggs seconded, and it was carried to recommend approval of agenda item #6B, Draft FY 2000-2004 MAG Transportation Improvement Program, contingent upon a finding of conformity of the TIP with the applicable state and federal air quality implementation plans. Ruben Duran and Jim Huling did not vote.

7. Requested Changes to the MAG Regional Freeway Program

Eric Anderson summarized the financing assumptions available to accelerate the Regional Freeway System by 2007. He noted that \$400 million could be available from SIB/BFO/GAN financing. Mr. Anderson stated that continued funding from ADOT statewide funds and federal transportation funds, Vehicle License Tax (VLT) initiatives, stable interest rates, and maintenance of project costs within program inflation contingency are options considered in the financing plan.

Mr. Anderson stated that the project delivery system needs to be changed. He said general plans need to be completed to a 30 percent level by 2003. He mentioned that the environmental work on the Red Mountain and the Santan Freeways needs to be completed this year. Mr. Anderson noted that consultant and contractor resources must be available to work on projects. He indicated that the support of major stakeholders, such as cities, the county, utility companies, and federal agencies, is important. Mr. Anderson stated that it is important that no major design changes are made after the 30 percent plans are completed. He indicated that changes after the 30 percent plan could result in delays and large increases in costs. Mr. Anderson updated the Committee on implementation of the 2007 plan. He said that ROW dollars have been reprogrammed. Mr. Anderson remarked that the Santan has undergone a major repackaging into four phases. Mr. Anderson stated that two ROW stakeholders meetings have been held to make the acquisition process go smoother. He mentioned that the cash flow model has been updated to reflect new financing sources. To accomplish the acceleration of the freeway plan, the budget for Preliminary Engineering for the General Consultant to complete the 30 percent design level and the budget for Design Change Orders need to be increased to a total of \$27.9 million. Mr. Anderson summarized the requested changes for preliminary engineering. He stated that an additional \$2.3 million is required for administrative design costs. Chairman Fairbanks thanked Mr. Anderson for his report and asked if there were any questions.

Mr. Harrell requested clarification on the phasing change of the Santan from two to four phases. Mr. Anderson replied that initially, the project was an east phase and a west phase. Mr. Anderson explained (comments about the Pecos ramp connection, City of Phoenix wants acceleration, and that the Maricopa TI was broken out into four phases: 1) Pecos Road connection; 2) Maricopa Road TI; 3) 56th Street to Kyrene Road; 4) Remainder of the TI.

Mr. Martin stated that efforts by MAG staff and ROW stakeholders on ROW acquisition could save a lot of money and expressed appreciation for their work.

Chairman Fairbanks recognized public comment from Blue Crowley, who commented on the number of freeway miles that will be completed by the end of the acceleration. Mr. Crowley stated that projects in the accelerated plan are not in compliance with federal regulations and therefore, federal funds could not be used. Mr. Crowley submitted photocopies of federal regulations for the record. Chairman Fairbanks thanked Mr. Crowley for his comments.

Mary Peters moved, Lloyd Harrell seconded, and it was unanimously carried to recommend approval of the requested changes to the 1999 MAG Regional Freeway Program.

8. Finding of Conformity for the Draft FY 2000-2004 MAG Transportation Improvement Program and the Draft Long Range Transportation Plan 1999 Update and Approval of the Supplemental Conformity Analysis for the Current Approved 1998 Conformity Finding

Dick Bowers, Chairman of the MAG Air Quality Technical Advisory Committee, stated that on April 28, 1999, the Regional Council authorized a conformity analysis to be prepared for the draft FY 2000-2004 MAG Transportation Improvement Program (TIP) as well as the draft MAG Long Range Transportation Plan Summary and 1999 Update (LRTP). The draft findings indicate that the draft TIP and LRTP meet the federal conformity requirements. He said that approval of the conformity finding by the Regional Council is required for MAG adoption of the TIP and Long Range Transportation Plan. Mr. Bowers stated that a Supplemental Conformity Analysis for the Current Approved 1998 Conformity Finding was also prepared. Mr. Bowers explained that this additional analysis was requested by the Federal Highway Administration, following a March 2, 1999 U.S. Court of Appeals ruling. The Supplemental Conformity Analysis reaffirmed the 1998 Conformity Finding for the FY 1999-2003 MAG TIP and Long Range Transportation Plan Summary and 1997 Update with 1998 Addendum. Mr. Bowers explained that on June 1, 1999, a public hearing was conducted on the draft conformity analysis, the draft FY 2000-2004 TIP, the draft LRTP and the Supplemental Conformity Analysis for the Current Approved 1998 Conformity Finding. Mr. Bowers stated that comments on these documents were considered by the MAG Air Quality Technical Advisory Committee at their meeting on June 3, 1999. The Committee then recommended approval of these conformity items.

Chairman Fairbanks recognized public comment from Blue Crowley, who commented on the conformity of the TIP and LRTP. He stated that of the five major employers in the state, three are represented on the Management Committee: Maricopa County, the State of Arizona, and the City of Phoenix. He urged participation by these agencies in the trip reduction program. Mr. Crowley commented on increasing the amount of money for elderly transit, addressing the elimination of leaf blowers, repair of catalytic converters, and contamination of groundwater by reformulated fuel. Chairman Fairbanks thanked Mr. Crowley for his comments.

Paul Nordin moved, Ralph Velez seconded, and it was unanimously carried to recommend approving the Finding of Conformity for the draft FY 2000-2004 MAG Transportation Improvement Program and draft MAG Long Range Transportation Plan 1999 Update and to approve the Supplemental Conformity Analysis for the Current Approved 1998 Conformity Finding.

9. Draft MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area

In accordance with the 1990 Clean Air Act Amendments, the Maricopa County nonattainment area was initially classified as Moderate for carbon monoxide pollution. On July 29, 1996, the nonattainment area was reclassified to Serious due to failure to attain the carbon monoxide standard by December 31, 1995. The Serious Area reclassification was effective on August 28, 1996. The Clean Air Act requires that a Serious Area Carbon Monoxide Plan be submitted within eighteen months of the reclassification date. The attainment date for Serious Areas is December 31, 2000. It is proposed that MAG commit to annually updating the forecast of vehicle miles of travel and submitting the annual reports to EPA. The MAG Serious Area Carbon Monoxide Plan has been developed and a public hearing was held on May 20, 1999. The MAG Air Quality Technical Advisory Committee reviewed the public comments on the plan on June 3, 1999.

Mr. Nordin moved, Mr. Martin seconded, and it was unanimously carried to recommend adopting the draft MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area and that MAG commit to annually updating the forecast of vehicle miles traveled and submitting the annual report to the Environmental Protection Agency.

10. Draft MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area

In accordance with the 1990 Clean Air Act Amendments, the Maricopa County nonattainment area was initially classified as Moderate for PM-10 particulate pollution. On May 10, 1996, the nonattainment area was reclassified to Serious due to failure to attain the PM-10 standard by December 31, 1994. The Serious Area reclassification was effective on June 10, 1996. The Clean Air Act requires that a Serious Area Particulate Plan be submitted within eighteen months of the reclassification date. The attainment date for Serious Areas is December 31, 2001. The Clean Air Act also allows the Environmental Protection Agency to extend the attainment date for up to five years if certain requirements are met. These include the following: (1) Attainment by December 31, 2001 is impracticable; (2) Compliance with all requirements and commitments in the plan; (3) Plan includes the most stringent measures that are included in the plan of any state or are achieved in practice in any state, and can feasibly be implemented in the area, and (4) Attainment no later than December 31, 2006.

Chairman Fairbanks recognized public comment from Blue Crowley, who commented on the organic and inorganic composition of PM-10, aggressive street sweeping, and unique climatic conditions of our desert environment.

Mr. Bowers expressed appreciation for the extraordinary job on air quality conformity issues by staff in a short amount of time.

Mr. Nordin moved, Mr. Harrell seconded, and it was unanimously recommended to adopt the draft MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area.

11. Election of Officers

Each June, the positions of Chairman and Vice Chairman are elected by the Management Committee.

Mr. Bowers moved to retain Chairman Frank Fairbanks as Chairman and Lloyd Harrell as Vice Chairman of the MAG Management Committee. Mr. Martin seconded, and it was unanimously carried.

Mr. Bourey handed out a report of the finalists for the Desert Peaks Awards.

There being no further business, the meeting was adjourned at 1:10 p.m.

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Chairman

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Secretary